

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 0108-12
Bill No.: Perfected SS for SCS for SB 58
Subject: Motor Carriers; Transportation; Transportation Department; Roads and Highways
Type: Original
Date: February 22, 2011

Bill Summary: Modifies various provisions relating to the regulation of household goods movers.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND			
FUND AFFECTED	FY 2012	FY 2013	FY 2014
Total Estimated Net Effect on General Revenue Fund	\$0	\$0	\$0

ESTIMATED NET EFFECT ON OTHER STATE FUNDS			
FUND AFFECTED	FY 2012	FY 2013	FY 2014
Total Estimated Net Effect on <u>Other</u> State Funds	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.
This fiscal note contains 4 pages.

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2012	FY 2013	FY 2014
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)			
FUND AFFECTED	FY 2012	FY 2013	FY 2014
Total Estimated Net Effect on FTE	0	0	0

☐ Estimated Total Net Effect on All funds expected to exceed \$100,000 savings or (cost).

☐ Estimated Net Effect on General Revenue Fund expected to exceed \$100,000 (cost).

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2012	FY 2013	FY 2014
Local Government	\$0	\$0	\$0

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Department of Revenue, Department of Labor and Industrial Relations** and **Administrative Hearing Commission** assume there will be no fiscal impact to their agencies.

Officials from the **Department of Transportation (MHTC)** assume the proposed relaxation of regulatory burdens on household goods movers should make it faster and less costly for motor carriers to obtain the required certificates or permits from MHTC, and to adjust their rates and charges in response to customers' demands and competitive conditions. These changes should assist motor carriers who transport household goods in entering new markets and offering new or expanded transportation services. In many instances, this could cause motor carriers to charge lower, more competitive rates to their consumers. However, these changes would also make it easier for household goods movers to raise their prices for service in areas of Missouri where there is little customer demand, or where it is less profitable for carriers to provide service that meets the needs of prospective shippers (such as some rural areas).

In Section 387.110, the new text formerly proposed to replace subsection 2 of this section is deleted, so that subsection 2 would be deleted without replacement. The effect is to eliminate the current prohibition against territorial rate areas, so that common carriers of household goods can lawfully divide the state into territorial rate areas, i.e., charge differing rates based upon the area in which the transportation is performed.

<u>FISCAL IMPACT - State Government</u>	FY 2012 (10 Mo.)	FY 2013	FY 2014
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	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
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<u>FISCAL IMPACT - Local Government</u>	FY 2012 (10 Mo.)	FY 2013	FY 2014
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	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
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FISCAL IMPACT - Small Business

Yes, but the impact is unknown. It removes many administrative burdens and provides more flexibility for small businesses to meet demands and open competition.

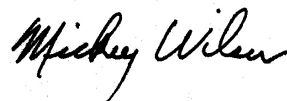
FISCAL DESCRIPTION

This act modifies various provisions relating to the regulation of household goods movers.

This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Department of Transportation
Department of Revenue
Department of Labor and Industrial Relations
Administration Hearing Commission



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Director
February 22, 2011